so merry-hearted he

Time's a thief, I said. But stayl After all he was my friend He has stolen much away Has he not made some amend? He has helped me up life's steeps; He has given me home, and lit On its hearth a fire that keeps All cold weather out of it.

Time, forgive me what I said. What you took from me was dear What you gave me in its stead Grows more precious every year. Roses fade, as fade they must. For life's vanished things, a sigh! But. O Time. I will be just-

-Eben E. Rexford, in Arthur's Home Maga-

AN ENGINEER'S NERVE.

A Story of Railroading in the Olden Days.

While the westward-bound express

"That man?" he replied. "That was der three wrecked engines. He's quiet and careful though nowadays, but there was a time when that there man was just the greatest daredevil that blame her, for though he was pretty ever handled the throttle of an engine.

"There is nothing in the world," continued the station master. "that requires the nerve that engine driving requires. You may talk about your soldiers and your sailors, and I don't deny that they are a nervy lot, but they don't compare with an engineer. When they see themselves getting into gineer running, say, at forty miles an engine coming his way on the same track, he hasn't even time to cuss. All he can do is to reverse his engine, which most times is a big mistake, as either to jump and break his neck, or to stay and be smashed. Of course the engineer in such circumstances isn't be most to be. an intelligent man when another engine is almost a-top of you. Nine men out of ten would just drop on the floor of the cab and say the first bit of a

prayer they could lay a hand to. Speaking of nerve reminds me that | gers. there was an engineer on this road once who lost his nerve under very singular circumstances, and Hank Stevens was at the bottom of those circumstances, as you might say. It isn't at all uncommon for an engineer to lose his nerve. It may happen through having his spinal marrow hurt in an accident; at least that's what the doctors say, or it may be that he has been frightened once clear through and when that happens he's done for. The least little thing will frighten a man who has had one good scare, and he knows it and is always on the lookout for something that is going to scare him. There are men who will run an engine for forty years and then something will happen; some little thing, perhaps, like a collision, or going off a bridge, or the bursting of a boiler, and after that they are never fit to run even a cattle train. Now this here Hunk Stevens was, at the time I am speaking of, engineer of the engine that hauled the accommodation train between Athensville and Tiberius Center, and Matt McGinnis was engineer of the express, being a man who had been thirty years in the company's service, and was considered to have no superior in his line. He was a very nice, quiet sort of fellow, and he didn't like Hank's noisy and reckless ways, for there's no denying that Hank was reckless at times. I don't object to an engineer taking chances when there is anything to be made by it, but Hank just took a pleasure in running for a siding when knew that he had only mebbe a minute to make it in, and that if he didn't make it, or if his watch happened to be a minute slow, another train would be into him. That's what I call recklessness, and I don't care who says it ain't. Well, every afternoon Hank's train used to meet the express. Going up he would meet her about ten miles north of here. and going down he would meet her the express to wait for him You may bet your life he never waited more than the five minutes, and sometimes

down to the next station. "There was a girl somewhere on the though, come to think of it, she must She must have lived at Tiberius Center, where Hank laid up at night and where Matt McGinnis lived when he she lived there, and it isn't of any con-

posed to make up her mind which of year before this hyer incident hap the two she liked bost. Hank used to pened. come to see her pretty near every even ing at about eight b'clock, and Matt that he had in Tiberius Center every had the girl to himself when he called, while when Hank was there in the evening her father and mother were that mine ain't what it once was.

"Hank was terrible jealous of Matt, and he never lost a chance to make things unpleasant for him on the road. He would pull out from the siding where he had been waiting for the express, a minute before she was due, and when he met her he would show his watch, which he had shoved on until it was two or three minutes fast, and stick to it that she was right. Reasoning with him wouldn't do any good. There was his train on the track, and he wouldn't budge an inch, so in the end the express would have to face as white as a consumptive parback down, and Hank would remark | son's, and saya: to Matt that if he didn't get a new watch he would come to grief some

"Why didn't Matt complain to the superintendent? So he did, but when the superintendent called Hank up and questioned him, Hank's watch was exuntil the superintendent believed him, and he began to think that Matt was her back.' getting a little too old and too careless. This wouldn't have made much Hank's watch was right, and if he himself was beginning to show signs of suffering from a severe nervous shock was stopping at the Jericho station I viding Matt got the better of him with road afterward. He hung round drinknoticed that the station master was in the girl. Then Hank took to halting ing middling hard and keeping quiet, close conversation with the engine his train on a down grade and informdriver. This was an unusual act on ing the conductor that his engine was about a month, and then he got a berth his part, as he strictly upheld the dig- not working just right and required a on the Montana Southern road. But nity of his office, and held no com- little repairing. He would make a big he wasn't of the slightest use. His munication with engine drivers except show of unscrewing a nut here, and nerves were clean gone. He'd think to hand them such telegraphic orders easing a valve there, and then he would as he might happen to have received oil her and spill a lot of oil on-the rails. for them. So after the train had de- When the express came a-groaning and parted, and the station master had re- a-panting and a-puffing up the hill, turned to his usual lounging place on her driving wheels would strike the in trying to tell the conductor what he the platform, I asked him who was oil and slip, and the train would be had stopped the train for. The comthe man with whom he had been con- stuck long enough to make her come pany dismissed him after about six into the next station ten minutes or so behind time. Matt knew well enough Hank Stevens, the best engineer on that Hank was playing it on him, but this or any other road. I've known he couldn't prove anything, don't you him for going on twenty years, and see, and all he could do was to swear, have helped to pull him out from un- and take the reprimands that he got, without attempting to defend himself.

"After awhile the girl made up her old for her, he was a good man with considerable cash in the bank and a big life insurance policy, while Hank hadn't a cent beyond his pay, and was liable from his reckless ways to be smashed almost any day. Of course Matt was in high spirits over his success, and Hank was correspondingly nasty. The first time the two met a tight place they have some time to Matt says: 'Look here, Hank Stevens! look about them and to make up their I've had enough of your games, and minds what to do; but when an en- I'm not going to give you the right of way many more times, when you know hour, round a sharp curve, meets an as well as I do that you're not entitled to it. Some day you'll pull out of that siding ahead of time once too often.'

"What are you proposing for to do in the premises?' says Hank, who had a I've heard our best engineers say, and fine command of language, and could be most deadly polite when he wanted

"'I propose,' says Matt, 'for to open always killed, but I tell you it takes nerve to handle a lever and wait like my throttle and smash your dirty litlion splinters, and you with it. That's what I intend to do, and what I ought | Well! All I can say is that if you were to have done long ago, only I had a weak sort of feeling for your passen-

"'All right,' says Hank. 'You come along with your bullyragging old express and try to smash me if you want to. We'll see who will come out on the top of the heap. I've generally got about two car loads of coal just behind my engine, and I callate you'll have some little trouble driving through

them.' "Now, Hank knew well enough that Matt meant what he said. Matt was, as I told you, a mighty careful and conscientious man, but you could drive I don't blame him. However, he never thought he did, but Hank worked a little game on him that left him with no more nerve than a race horse that is frightened by a bit of paper and thinks it's going to rise up and tear

him all to pieces. "About a week went by and Hank never crowded the express off the track except once, and he did that when he knew that Matt's girl was on the train, and that he naturally wouldn't scare her by a collision. The very fact that the girl was there at the time made it all the more hard for Matt to back his train down and give Hank the right of way, for, of course, she supposed that Matt had made some sort of mistake in his calculations and had endangered her precious life. So the next time the two men met, which was the very next day, Matt sings out: You've done that trick for the last time. You do it again and I swear solemnly, world without end, that I'll run you down.'

"'Please yourself,' says Hank, and then he saw that the time had come for carrying out a plan he had devised for destroying Matt's usefulness.

"A week or mebbe ten days or meb be a fortnight later the express came round a sharp curve near Antioch about seven o'clock at night, and just a mile out of Spartansville. It was precious dark it was, too, at that time of his duty to go on a siding and wait for year. Matt was two hours late, owing the express, but when she was five to a freight train having got off the minutes late Hank had the right of track ahead of him, and he had reway, and could go ahead and require ceived a telegram ordering him to pass the accommodation five miles east a member of it." The squire mused, of Antioch, where she would wait for and flushed as he saw a slight smile on him on the siding. Matt was running the faces of some of his fellow-citizens. he would pull out when he could hear at about forty-five miles an hour, try the express coming, and make her back ing to make up a little time, and he kept wondering whether Hank would wait for him on that siding or would line, I disremember just exactly where, pull out and come along down the road, just so as to delay the express an have lived at Spartansville. No. she hour or so longer. 'If he does,' says couldn't either, for the accommodation Matt to himself, loud enough for the never stopped the night there, and so fireman to hear him, 'there'll be the Hank couldn't have spent his evening biggest smash that this road has seen with her, which was his general rule. this year.' Just at that minute the express awung round the curve, and that it was beginning to lose its value there was an engine on the track not as an organization, and the longer I more than forty yards ahead. Her headwas at home. Well, anyway, we'll say light was blazing away and right under it Matt could read the number of sequence where she did live so far as Hank's engine, which was 34, unless I am mistaken. I remember it begause fellow-members was not sufficient to

"'There he is,' says Matt,' 'and he's done it once too often.' With that he used to spend most of the two hours pulls her wide open and stands to his that he had in Tiberius Center every post. The express engine gave a big day from 2:30 to 4:34 at her house. As jump and fairly sprang on to No. 34 far as I could judge Matt was making that is, of course, unless I'm mistaken a little the best headway, for he always in thinking that it was 34, and I don't believe I um. Still, a man can't always trust his memory, and I know

> "Well, the two engines came together, and Matt he shut his eyes for a minute, for in such circumstances a man can't very well help winking. To his tremendous astonishment there wasn't as much as a jar, let alone a erash. No. 34-yes, I remember now that that was her number-just sort of opened out as you might say, and seemed to fall in pieces on each side of Matt's engine. There wasn't any train of any sort behind 84, and the express went on her way rejoicing.

"Matt turns to the fireman with a

"'Jim, did you see that engine?" "'Never saw anything plainer in my life, says Jim, but it wasn't no engine. That was a ghost if ever there was one.' "'We ran through it,' says Matt, 'as

easy as if it was a fog bank. Well, if actly right, and he stuck to his story ever I get this train to Tiberius Center somebody else will have to take

"They do say that when the express came into Tiberius Center that night odds to Matt if it hadn't been that he Matt had to be helped off the engine, found himself wendering if possibly and helped to his home and a doctor sent for. The doctor said the man was failing. This is just what Hank was and must keep perfectly quiet. Matt working for, for he had sworn that he he sent in his resignation the very next would make Matt lose his nerve, pro- day, and never drove an engine on our according to the doctor's orders, for he saw things on the track when there was nothing but mebbe a moonbeam, and he'd call for brakes and stop his train and have the biggest kind of job months and Matt gave up railroading. and is now driving a truck in Chicago

"I don't know whether he knows the rick Hank played on him or not. But this was the way of it. Hank spent a lot of money in Chicago for a pasteboard engine, made to look exactly like No. 84, and provided with a genmind, and she took Matt. I don't uine headlight all complete. Then he had this hyer Quaker engine set up on the track just round a curve, at a time when he knew that the only train which could possibly come along would be the express. Of course, he had several fellows engaged in the thing with him, but Hank was a mighty popular chap with the boys, and he could always find help enough for any game that he might want to carry out. Of course the express engine went through the pasteboard coneern without ever feeling it, and I don't blame Matt for believing that it was a ghost, especially as he had the fireman to back him in that opinion.

"I don't justify Hank, for I always onsidered that he played it altogether too low down on Matt, and Hank allows that he did, now that he is older, and has come to look at things rationally. I don't think it's the sort of thing he'd do now, though of course

"What's that you say? Never heard that a locomotive could have a ghost? a railroad man you would know that ghosts of engines and ghosts of whole trains, sleeping cars and all, have been seen time and again by railroad men. If I had time now I'd tell you of a ghost train that used to run on this very road, and that I've seen with my own identical individual eyes. You go railroading for twenty or thirty years, and you'll know a sight of things that you'll never know in any other way."-W. L. Alden, in Atlants

Constitution.

Fakirs Who Made Fortunes. An interesting book might be writhim too far, and he had certainly made | ten on street men, or fakirs as they up his mind to run into Hank's train are called. Dr. Flagg, of Baltimore, if it kept getting in his way, and I was probably the pioneer in the business. For twenty years he sold patent did run into Hank's train, though he medicines from the side of a buggy, with a negro banjo player as the attraction to draw a crowd. He retired twice, with a fortune of one hundred thousand dollars each time. John Stinson was one of the old timers. His specialty was the sale of glass cutters, and when he died he left seventy-five thousand dollars. Tom Wood was another. He sold razor strops, dentifrice and soap for taking out stains. This he used to describe as being useful in taking "stains from your coat, stains from your vest and stains from your character. If you should get shipwrecked, gentlemen, this soap would wash you ashore." Charles W. Thompson, of New York, has sold goods on the street corners in every city of more than thirty thousand inhabitants in the United States, and has traveled through England, Germany and France, disposing of a wonderful razor strop, which he warranted to put a fine cutting edge on a hoe. Dr. Flagg is dead. Thompson was alive at last accounts. There are a dozen more of equal prominence. All of them have made small fortunes. -- N. Y. Mail and Express.

Undestruble Member

A statement may be perfectly true and yet convey an idea quite foreign to that which the person who utters it intended to express "It is a painful thing to me to say," remarked Squire Fosdick, at a meeting of the Hillside Controversy club, "but this society has been degenerating ever since I became "What I mean to say is," he continued with some haste, "that ever since I joined this society I've noticed a gradnal but decided change for the worse. The smile on the faces of the other members deepened, and the squire's face turned almost scarlet. "You all know what I mean," he said, desperately; "what I mean is that from the very minute I became a member of the Hillside Controversy club, I could see have stayed in it, the more steadily have I seen it running downhill!" The squire sat down, but even the great respect in which he was held by his this here story is concerned.

"Both the men were dead in love it was the engine that used to haul the restrain their mirth.— Youth's Compath the girl and she didn't seem die train that I was baggaremaster of a panion.

PUNGENT PARAGRAPHS.

-The worth of a state, in the long run, is the worth of the individuals composing it.—J. S. Mill. -"Er man kin run inter debt," said

Uncle Eben, "but when it comes ter gittin' out he's got ter crawl."-Washington Star. -Ethel-"He is connected with you in some way by marriage, isn't he?

Robert-"Yes. He married my flancee." -Tit-Bits. -Judge-"Can't you and your husband live happily together without fighting?" Mrs. Mulcahy-"No, yer

anner; Lot happily."-Tit-Bits. -She-"What a lovely rose! What would you say if I asked you to give it to me?" He-"I would say-it was like

your cheek!"-Tit-Bits. -There was nothing slow about the fellow who had a pile of sand for sale and put a placard over it reading: "For Sale, Dirt Cheap."—Boston Courier.

-Maud-"Do you know young Go lightly is awfully rich? Why, they say he has money to burn." Clara-"Has he? O, how I wish he'd take me for a match!"—Boston Beacon.

-"I'm married, but I think marriage is a failure." "I'm married, but I don't Difference of opinion, eh?" "No; difference of wives, I fancy."-Raymond's Monthly.

-There is a law of forces which hinders bodies from sinking beyond a certain depth in the sea; but in the ocean of baseness the deeper we get the easier the sinking.-Lowell.

-Landlord-"When a poor fellow without money asks for a night's lodging. I invariably take him in." Me-Caustick-"Then you treat him like a regular guest."-Raymond's Monthly. -"Mr. De Verse wrote a poem last night on 'The Last Loaf of Bread' that was just beautiful." "He did? Well, he's different from the average poet. Most of them would have eaten it."-

Atlanta Constitution. -"Bunkins' wife is a mighty smart voman." "Remarkably intelligent." "Intelligent-why, that ain't any word for it. That woman knows almost as much as Bunkins thinks he knows."-

Washington Star. -A Natural Conclusion. -Miss Pinkerly-"If you belong to ten clubs, Mr. Tutter, I don't see how you have much time to study." Young Tutter-"What made you think that I was a student?" Miss Pinkerly-"Mr. Dashaway said you were one of the best posted men he knows."—Brooklyn Life.

-Wife-"How do you suppose the ostrich can be so silly as to stick his head in the sand and imagine that nobody could see him?" Husband-"I suppose he does not reckon on any woman being around to catch sight of the natural millinery he carries with him."

-Harlem Life. -"Great Scott! What are they ar plauding that fellow for? He's got a voice like a saw mill and he sings out of the side of his mouth." "Sh! They're trying to keep him on the platform till the boy they've sent after the cabbages and tin horns comes back."-Chicago Tribune

-Not Caught .- The blithe girl "Yes," she prattled, "I met laughed. him on the street." The languid being sighed. "Did you catch his eye?" she asked. "I'll —" The laugh had died upon her lips "—— see." Hastening from the room she closely examined the prongs of her parasol.-Truth.

-"I am sensible of the honor you do young woman, with a slight curl of the cline the honor." "What are those circumstances. Miss Merigold?" flercely demanded the young man. "Your circumstances, Mr. Spoonamore."--Tit-Bits

WOUND TREATMENT.

Dawn of the New Era in Modern Surgical

The dawn of the new treatment. which was ultimately destined to revolutionize the whole subject of wound treatment, and to lead surgeons into paths of surgical enterprise which could never have been dreamed of in earlier times, was at hand. Sir (then Mr.) Joseph Lister was at work in his laboratory in Glasgow and in the wards of the Royal infirmary at Glasgow. He had conceived the idea of the antiseptic treatment of wounds, and was engaged in elaborating out of it a system which ever since has borne his name. In brief, his method was based upon the assumption that the inflammatory changes occurring in a wound, associated with suppuration, were due to microbic infection. Here was a conviction which seemed to convey with it an infinity of problems, the solution of which might redound to the credit of surgery.

What a vast field for speculation and experiment it seemed to open out! The fact, however, having been established by incontrovertible scientific evidence that it was the presence of pathogenic germs in a wound which caused all those deplorable complications of blood peisoning, of which surgeons had so much to complain. the next step in the evolution of the system was compara tively an easy one. Naturally the only thing to be done was to insure the exclusion of all possible sources of infection. In order to arrive at this desirable condition of things, the most claborate measures were deemed necessary. Evidently at the first a very serious view was taken of the wickedness of germs, and of their illimitable power

to propagate evil. The science of bacteriology could hardly then be said to be in existence and all micro-organisms consequently were able to do very much as they pleased, but "their time came" when bacteriology blossomed into a science. The bacteriological laboratory is now the "Scotland Yard" of microorganic life. There is so much known of the evil ways of germs that when-ever an indefinable disease breaks out, or an epidemic occurs, the first ques tions asked are: What and where is the germ? Then the bacteriologist, like the detective sent down from the central police office, proceeds to take up the case, and it is seldom now that he fails to drag the evidence before the tribunal of science, and furnish proofs by which the micro-organism can be afterward identified.—Nineteenth Century.

Too Realistic.

Visitor-And how did my little pet like the theater? Little Girl-Not very much. The sctors didn't act as if they was just setin; they acted as if it was all so that made me uncomfortable.

"I felt just as if I was peckin' through key-hole in semebody else's house."— leed News

SCIENCE AND INDUSTRY.

-Work has begun under the new arman permitting the Palestine exploration fund to dig for two years at Jerusalem. Mr. Bliss starts on Zion, and will proceed toward Ophel, explor ing the tract lying between the south wall of the city and the valleys of Hin-

nom and Jehosaphat. -Tobacco culture is increasing rapidly in Queensland, Australia. The crop has been found to be the most profitable one raised in the colony, the local demand from the tobacco factories sus-taining good prices for the leaf. Coffee s also receiving increased attention in the colony, and many trees have been planted in the northern districts.

-According to the Glasgow Evening News it appears that the latest statis ties issued by the German imperial health department give to Berlin the honor of being the healthiest city in the world. The death rate is given as only 16.3 per 1,000. The unhealthiest city is Alexandria, which, despite its unvarying fine weather, its three hundred fountains and its soft sea breezes has a death rate of no less than 52.9 per

-The talk about the danger of catch ing disease from the wine vessels used in the Protestant communion service has led a microscopist to institute an inquiry whether there is not a like danger from the use of common drinking glasses and mugs in the liquor shops. It is not at all probable that microscopist will find what he is looking for, as the barkeepers wash every glass or mug after it has been

-Miss Mary Westfall, of California during the past eight years has been gathering, classifying, and exhibiting Pacific sea mosses and algae. Here is probably the best and most beautiful collection in the world. She has made a special study of marine botany, and has arranged with exquisite skill her superb collection of more than three thonsand specimens. Scientists who saw a portion of Miss Westfall's collection in the Woman's building at Chicago were enthusiastic in their praise

-Peanuts-or as they are called there, ground nuts-are largely cultivated in India, the area devoted to the crop in the presidency of Madras alone, anging from 200,000 to 280,000 acres. The methods of cultivation are very rude and primitive. When the crop is ready for harvest from forty to eighty women are employed per acre for gathering the nuts, which they do by grubbing them out of the soil. The average crop on unirrigated land is fifty bushels per acre, on irrigated land about twice

-One of the latest uses of electricity is in pulling teeth. To the battery are attached three wires. Two of them have handles at the end, while a third is attached to the forceps. The patient grasps the handles, the current s turned on suddenly, and the dentist instantaneously applies the forceps to the tooth. The instant the tooth is touched, it, as well as the surrounding parts, becomes insensible to pain. A quick jerk and the nationt is relieved of his tooth without pain.

-The humblebees which were introduced into New Zealand a few years ago have become acclimatized and are spreading into neighboring colonies. They are almost the only insects that are capable of fertilizing the scarlet clover which, being of annual duration, must be fertilized every year, or else me, Mr. Spoonamore, in the proposal of marriage you have just made," said the ported seed. This beautiful and valuable variety of clover gives a great but circumstances over which I quantity of nutritious folder, and for made to introduce the bumblebee, so that the fields may be naturally resown from plants grown upon the field.

-In his recent work. "The Great Barrier Reef of Australia," W. S. Kent states that the average annual value of the pearl-mussel fishery in that region is \$296,000. The profits of the fishery are made out of the pearl shell only; for the pearls, and often very valuable ones, too, are frequent; they are appropriated by the natives. M. Kent disinguishes two pieces of pearl shell, the large white shell. Meleagrina margaritifera, and a smaller black-e-iged form which he names M. nigro-mar ginata. Mr. Kent has proved that it is possible to transplant living pearl shells. Under favorable conditions the shell is supposed to attain in three years the marketable size of eight or nine inches in diameter, and that in five years a pair of shells may weigh ive or six pounds.

BICYCLE BUNCOMBE. The Machine's Various Parts Engage in

Little Repartee. A bicycle had collided with a coal peddler's cart and lay a tangled mass of ruins upon the pavement. The various parts of the machine soon began an animated discussion as to what particular part was to blame for the dis-

"You lost your bearings" grumbled the handle bar to the wheel. "And you are not fit to be pedaled.

retorted the wheel. "I'm sorry I spoke," was the cour-"You two tire me to death," put in

the chain. "Well, the handle bar was trying to addle the affair onto me," remarked the wheel, with a trifle of resentment

in its tone. "Be quiet, you rubberneck," chirped in the handle bar. "Was your headlight?" responded the wheel, viciously.

wheels in it." "May I axle little question?" meekly inquired the chain.

"It may have been, but there are no

"I'll cog-itate upon the matter," re plied the handle bar, and the stillness of the night was broken only by the vind as it whistled through the pneunatic tube-Louisville Post.

The First Soda.

The good, old-fashioned drink, soda

water, is said to have first been made by a man named Austin Thwoites, of Dublin, in 1800, but it has been vastly improved upon during the last thirty or forty years. In few other depart ments of inventive taste and skill have greater strides been made toward per fection. American ingenuity seems t lead the van in this march of improve ment, for even the Freuch, with all their skill in matters bibulous, learned something new when an enterprising Yankee set up an American "soda four tain" at the great exposition in 1867. which was a decided novelty to the Parisians and their guests, and met with a hearty welcome from all. As many as four thousand glasses were sold in one day, and the crowd that collected around the fountain was so great that they had to be formed into line by the police, and after first receiving checks, went up and took their drinks by turns—It. Louis Republic

FIRESIDE FRAGMENTS,

-An application of sweet lard is an efficacious remedy for poison on the hands occasioned by running against ivy, or other poisoilous vines.

-Asparagus and Toast. - Wash clean cut in small pieces, put in slightly salted water, boil a short time, pour off water, add more boiling water; boil till tender, then put in a lump of butter, salt and pepper; in the meantime cut and toast two or three thin slices of bread, spread with butter and put in a deep dish, and over them pour asparagus and gravy.

-The stains on your linen can be easily removed, but the quick process will be very apt to destroy the fabric. A slow, but better way, is to rub the stains on both sides with vellow soap Mix starch and cold water to a thick paste, and rub it well into the linen or both sides of the stain. Spread the linen on the grass, if possible, in the sun and wind till the stain disappears If not entirely removed in two or three days, rub off the paste, and renew the process. Lemon juice added to the

paste is good. -Rice Meringue.-Wash and pack teacup of rice, put in a saucepan with a quart of boiling water and a pinch of salt, let cook until tender, drain and add a pint of milk to the rice with two ounces of butter, the beaten yolks of three eggs and two cups of sugar, beat all together until light, then add the juice and rind of two lemons, turn into a baking dish and set in a quick oven for twenty minutes. Beat the whites of eggs until foaming and add six tablespoonfuls of powdered sugar, and whip until very stiff. Heap this meringue over the top of the dish, and set back in the oven to brown. Set on ice and serve very cold.-Home.

-Cherry Jelly for Immediate Use Stem and stone two pounds of sweet dark-red cherries: put them into a bowl; pound the kernels and squeeze over them the juice of four lemons. Mash the cherries with a wooden soo in add a small tumbler of red current jelly, the kernels and lemon julie. Boil together one pound of angar, two cups of water, and balf an ounce of gelatine, previously dissolved in a little hot water. Put the cherries late a jelly bag, pour the sugar and g lutine over them, and run through several times till quite clear. Add sugar or lemon juice if not sweet or acid enough Wet the mould, place it in ice, pour in the jelly, and do not turn it out until the last moment. Delicious.-House keeper.

-Noodles,-This delicious dish may take the place of a vegetable for Friday's dinner, or may be served with stewed chicken instead of rice or damp lings. Break one erg in a bowl, ald a teaspoonful of salt and enough flour to make a very stiff dough. Never put in drop of water or milk: it makes the soodles tough. Roll out into a thin sheet, hang near the stove for several hours to dry. Then roll up like a cylinder and shave into thin strips with a sharp knife. Shake loose and dry a little while before using. Throw into boiling water and cook twenty-five minutes, as for macaroni. When doze take up and drain. In a skillet fry some cubes of bread in butter until brown. Turn the noodles into this, atir until very hot and the breal is well mixed through them. Serve like any vegetable. This sounds very trouble some, but it is not, and will prove a delightful as well as an economical change.-Good Housekeeping.

PURE PERFUMERY.

Are to be Found.

Monte Carlo is the place to get essence of orris, and the only place. When a woman is caught in that wicked little principality, and feels called to explain, she can always say that she came for a supply of orris-violet, and be believed. The price, like everything else, is as high as the Alps. A four-onnee bottle sells at seventy-five francs, but one drop on the lace collarette or revers will make the whole dress smell like a violet. The violet of Grasse, which belongs to Nice, is exquisite, and preferred to Monte Carle by the people who detest the very mention of the gamblers' paradise. It has such an affinity for silk that if the dry stopper is wiped with a ruffle the scent will cling to it like roses in Morre's vase. But the violets of violets is the Ajcardi, found in San Remo, which is mentioned in the guide books, and has actually added to the fame of the place. The scent, a triple extract, is sold exclusively in a little shop below the sidewalk, at three dollars a bottle of about six ounces. This violet shop is violet-scented and bottle-walled, and buyers come from all the courts and gay cities of Europe. No lover of violet seent will ever know the true scent of violets until she goes to San Reme with twelve francs to spare. To use one drop of it is to feel a fine contempt for all other perfumes.

Paris is the great market place for Peau d'Espagne. The sachets can be bought in any first-classdrug store, but the Parisians alone know where to get the skin with the exquisite and indefinable odor. It looks like kid. Square: one and one-half inch in surface retail at one dollar and fifty cents. These are cut into strips one-quarter of an inch wide and sewed in evening dresses. Usually five are put in a toilet, one under each sleeve, two in the side gores of the skirt about the knee line, and one at the back in the hem. Peau d'Espagne never loses its scent.-N. Y. World.

Beauty More Than Skin Deep. Take the case of a lovely human face.

it may be asked, "What can science say about this without detracting from its charm?" If beauty were only skin deep, we might dread her interference here. But science says that beauty is not skin deep. She can tell you that half the charm of that face-at least the expression-is a matter of little muscles and a complex labyrinth of nerves. That the curves of the lips, the glance of the eyes, the droop of their lids, are a matter of the prevalent use of certain small muscles in obedience to a prevalent aspect of the mind. Mcreover, that the use of these organs of expression has come down long anestral lines, and that the mold of the features themselves is a question of heredity. "What is life?" is a question with which men have puzzled themselves in vain from all time. - Sunday

"Grump has at last solved the problem of abolishing discrets in the

"To starve the poor off the face the earth"-Truth,

THE FARMING WORLD.

PLEA FOR WIDE TIRES.

Why It Would Pay Our Farmers to Be construct Their Wagons. By the use of vehicles as they are ow constructed the roads are spoiled even in dry seasons, as the narrow, cutting wheel will grind the surface of the road to dust. Wheels with tires tell and twelve inches wide cannot grind the road, therefore not make so much dust, and the little dust which will be created will, with every rain, be pressed upon the road like a layer of asphalt.

Every rain and every load will help to pack the surface of the highway more firmly. The farmer will be able to draw his loads at any time of the year and not depend half as much on the weather as he now does.

The meanest roads we have in winter, when after a spell of rainy weather a frost sets in. Then our roads are a veritable torture to man and beast, all the natural consequence of our present fashionable vehicles. If they only had a reasonable under carriage with wheels wide enough and arranged as a roller in sections, we would not have to endure such awful roads.

Very often in winter we have rainy weather turning all at once into snow. By the use of wagons as they now are snow and mud are mixed in the most



STUCK IN MUD AND SLUSH. [Fair sample of an Illinois country road after

a heavy spring shower. thorough way and there is no thought of sleighing under such conditions. Wide-tired wagons will press the snow down firmly on the road and soon make good sleighing.

These roller wagons will improve the roads instead of destroying them. Every load which is drawn over the road will work out a certain amount of road tax. The cost of repairing the roads would be greatly reduced. If we maintain a proper side grading toward the ditches, so that the water will easily run into them, and if we rake the stones once a year out of the road the repairing is done.

We have until now always thought the only way to improve the roads would be to use telford or macadam for our country; but few have thought where the root of the evil lies. Let us above all things first improve our vehicles. This will be proper thing to do. And then let us also push forward to do everything in our power that telford and macadam roads may be constructed whenever practical throughout our country. But even these stone roads are not able to withstand the abuse which they have to sustain from narrow tires as now used on our vehicles. In Germany, France and Switzerland the smallest tires are two inches wide. the widest six inches, and there the telford and macadam roads are repaired all through the year. They have the very strictest laws concerning the roads and everything belong ing to them, so that they may not be torn up or spoiled, nevertheless they have to keep repairing them constantly. What damage would our wagons do to those European roads?

Therefore, would it not be the cheapest, the best, the quickest and most economical way to reconstruct our

By all means let it be tried .- Rev.

George Buch, in Good Roads.

The Leaven Is Working. The much that has been said in the interest of good roads, well-constructed highways and byways, permanently and solidly built bridges and all that pertains to hauling, transportation and travel has not been in vain; the leaven is working and the results are apparent here and there over the entire country. Nor was it begun an hour too soon. for hardly one work can be undertaken more calculated to add value to farm lands to reduce the expense of producing farm crops, to facilitate the getting them to market or to the p'easures of country life, the getting from home to town, from neighbor to neighbor, to church and school and all the delights of buggy and horseback riding; we say, nothing facilitates these as the construction of good roads. True, we are passing through a spell of bad seasons, of hard times, low prices and stupid legislation, but these need not blind our eyes to our urgent necessities any more than they would to getting a horse or a cow out

of a ditch. How to Make an Evaporator.

To make a home-made evaporator according to one who has tried it, first get four strips of board about one inch thick and three inches wide. Nail these together in the shape of a box just large enough to cover the range. Then take a piece of wire screen cloth such as is used for window screening, just large enough to cover the box and come up on the sides about one inch. then fasten it securely with tacks. At each corner of the frame make holes large enough to insert very large wires, which will answer for legs so the box may stand firmly upon the top of the range. The wires or legs may be just as long as one wishes. In warm weather there may be shorter ones used than in cooler weather when the fire is hotter; seven inches is about

about right. Frightened with Reports.

Published accounts state that some English purchasers of American apples became badly frightened by reports that a child had been poisone by eating American fruit. It turned out to be as groundless as the absurd reports of a year or more ago. The government had analyses made, and the government analyst could find nothing. A portion of the Baldwin apple which was asserted to have poisoned the child was fed to a mouse, but no effect was produced. A small mouse, it will be observed, is only a thousandth part of the weight child, and therefore a mouse would test a thousandth part of the powhich would affect a human be. The report was probably circuit to prese the market of American bright